MOTOR RACING
and
ECONOMY CAR NEWS

5th Year - No. 22 - Culver City, Calif. SEPT. 2-9, 1960
(Published bi-weekly except last issue of caendar year) 25c

First of Series of Road Racing Paintings by Trudi Philion

TRUDI PHILION, famous Swiss-born Los Angeles artist, poses by the first of a series of oils on road racing to be exhibited at principal cities in the US. This one, titled "Before the Race," is a multi-colored impressionistic oil in which she captures perfectly the mood and atmosphere at the start-finish line prior to the start of a sports car race. Her vibrant colors here portray "an expectation of movement." A well-known colorist, pretty Miss Philion, who has sold many of her paintings to motion picture stars, is an avid road racing fan. Her next oil will feature start of a race, then cars at speed and the finish. The artist, who has had 6 shows, studied under Rico Le Broun and Herbert Jepson and at the Art Center in Los Angeles. (Photo by Fenwyck Wolds)

'61 VOLKSWAGEN BOOSTS HP, HOLDS TO THE ECONOMY LINE

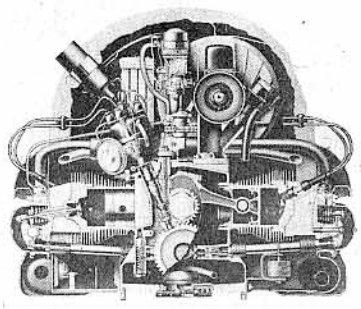
ENGLEWOOD CLIFFS, N.J., Sept. 1 — Volkswagen's new passenger-car engine, with 10 percent more horsepower, provides better acceleration and climbing ability without any loss in economy. At the normal operating speeds, the gasoline economy is increased. At full-throttle, there is a slight increase in gas consumption. The 1961 VW model was unveiled here today.

Developing 40 horsepower at 3900 revolutions per minute, the engine is the same basic design which has been field-tested in the VW transporters for the past year. It has a redesigned combustion chamber and valve mechanism. The compression ratio has been raised from 6.6 to 1 to the new ratio of 7.0 to 1. Despite the added compression, however, the engine operates on standard-grade gasoline.

Maximum torque has been increased to 64 pound feet at the relatively low engine speed of 2400 revolutions per minute.

Valve diameter and stroke have been increased and the valve springs stiffened. The camshaft has been modified and rotating cam followers make the valve gear operation smoother at high engine speeds. Special expansion studs secure the rocket-arm shaft to the cylinder head to make certain that valve clearance remains virtually unchanged regardless of engine temperature since the heat expansion of the cylinders, cylinder heads and all valve-train parts is almost equal. This means a more silent-running engine.

Space between the cylinders has been increased by 0.4 inch to take care of the greater heat developed by the new engine. Crankshaft webs are strengthened, journal diameter increased and bearings improved.



NEW VW motor has grown to 40hp ta 3900rpm. Carburetor icing is eliminated by metered warm air fed into carburetor air cleaner. It can be turned off in summer. Increased horsepower provides better acceleration and climbing.

As always, the crankcase is of light, die-cast magnesium alloy.

The new Solex carburetor has an automatic choke for the first time in Volkswagen history. To prevent carberetor icing in cool, humid weather, the engine now has a duct that meters heated air into the carburetor air cleaner at low engine speeds. The warm air is drawn from the top of the hot cylinders by a flexible pipe and carries it to the air cleaner. A flap valve with a balance weight at the air-cleaner intake insures that warm air is supplied in the low-speed ranges and cold air at higher speeds. In summer, the preheated-air system can be turned off simply by moving a valve.

The second major improvement in the new power package is a fully synchronized transmission. Even first gear is now synchromesh in the manner of expensive sports-car gearboxes. The helically cut gears are in constant mesh and all operate silently. The magnesium die-cast transmission case is a one-piece construction. Gear ratios and rear-axle ratio have been adapted to match the increased engine output.

GEAR RATIOS

	New Ratio	Previous Ratio
1st gear	3.80	3.60
2nd gear	2.06	1.94
3rd gear	1.32	1.22
4th gear	0.89	0.82
Reverse	3.88	4.63

Over-all Ratios

	New	Previous
1st gear	16.63	15.94
2nd gear	9.01	8.60
3rd gear	5.77	5.39
4th gear	3.89	3.64
Reverse	16.99	20.50

Here is a comparison of the technical data of the previous and the present engines:

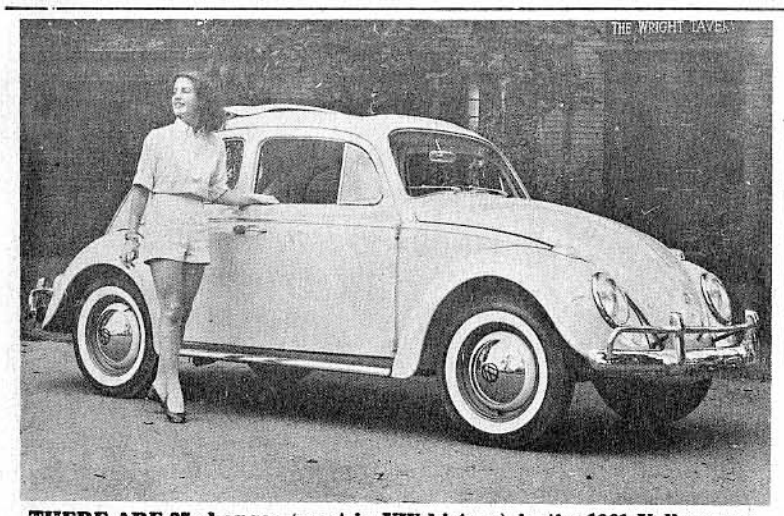
Maximum Output —
new: 40 b.h.p. at 3900 r.p.m.
previous: 36 b.h.p. at 3700 r.p.m.

Maximum Torque —
new: 64 lb. ft. at 2400 r.p.m.
previous: 60 lb. ft. at 2400 r.p.m.

Maximum Speed —

	De Luxe Sedan/ VW Convertible	Karmann Ghia
new:	72 m.p.h.	75 m.p.h.
previous:	68 m.p.h.	72 m.p.h.

[CONTINUED ON PAGE 3]



THERE ARE 27 changes (most in VW history) in the 1961 Volkswagen, and they have been made where it really counts. Most important is the increase to 40hp at 3900rpm and with mare economy of operation in the low and medium speed ranges. This "bonus" is the result of camshaft and carburetor refinements. Another improvement of basic importance is sychronization of ALL gears.

MOTORACING and Economy Car News

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Vignettes

By Gus V. Vignolle

- BULLFIGHTS
- RIVERSIDE $
- RE DETROIT

WHEN OUR PREDILECTION runs to writing in this space of the exploits of European Grand Prix drivers and the road racing scene abroad, invariably we hear from a coterie of clowns, and the plaint goes like this:

"Get off it, jerk; write about US drivers and US road racing!"

Then when the inclination — or call it a prepossession — runs to recounting tales of our national heroes, the madding peasants flip a javelin neatly between my shoulder blades with the bellow:

"Get off it, erkjay; write about European drivers, who know how to do it, and European road racing!"

So I take up the cudgel for drivers from the western sector of the US and proceed, with documentary evidence, to show how they pale into insignificance the feats of their eastern counterparts.

Then the eastern-directed harpoons strafe me smack through the bony clavicle, and I can even feel the barbed spear quivering this very instant.

So the hell with all of 'em!

[CONTINUED ON PAGE 3]

BLANK PAGES

As if there isn't trouble enough . . . the printing press was on the blink and some copies of the last issue of MOTORACING did not print the inside pages.

One subscriber, Maynard L. Wachs, San Mateo, Calif., wrote in: "I don't mind reading between the lines, but this is too much!"

If your copy was incomplete, just holler and we'll rush a complete one to you. Sorry.

SF Imported Car Show Nov. 22-27

SAN FRANCISCO— The 3rd annual No. Calif. Imported Car Show will be held Nov. 22-27 at Brook's Hall.

More than 36 makes and 100 models are already entered from England, France, Sweden, Italy and Germany.

Concours cars, historical cars, latest models and world famous competition machines will be on display.

To show simplicity and economy of maintenance, a Renault petit-panel truck had its power/drive unit replaced by mechanics in 4½ minutes. In addition to the Petit-Panel, the line includes the Hi-Boy and will be augmented in the fall with a station wagon and pick-up model.

NO BLADDER

Overheard at the Paradise Bird Hospital: "Parakeets have no bladder."

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TOP FIELD LOOMS FOR RIVERSIDE

A great field looms for the LA Times-Mirror 200-mile Grand Prix for sports cars at Riverside Raceway Oct. 16.

Already signed:

Stirling Moss, of England, and Dan Gurney, in 2.5 Lotuses; Briggs Cunningham with 3 cars — one an E-type Jaguar for Walt Hansgen, a 2-liter Maserati for Briggs himself, and a 2.8 "Birdcage" Maserati for Eddie Crawford; Jim Hall, "Birdcage" Maserati; 2 Chevy Scarabs for Augie Pabst and Harry Heuer; a 2-liter Lotus for Jay Chamberlain, and either a "Birdcage" or Max Balchowsky's Old Yeller Buick Spl. II for Carroll Shelby.

Cunningham also is bringing 2 Formula Juniors for the SF Examiner races at Laguna Seca Oct. 22-23. They are a Cooper and a Lotus.

Moss and Gurney also will drive the Lotuses up north, and Phil Hill reportedly will drive Eleanor von Neumann's 3-liter Ferrari in the $20,000 classic.

MOSS (FERRARI) BESTS T. T. FIELD

By HENRY N. MANNEY III
MOTORACING Staff Writer
(Photo on Page 4)

LONDON, Aug. 20—Stirling Moss, making a fast recovery from his Spa accident injuries, single-handedly drove a 3-liter Ferrari coupe to victory today at an average speed of 85.58mph in the 25th running of the Tourist Trophy. Only of 3-hours duration this year as opposed to 6 in 1959, it has also been emasculated to the extent of now being for GT machinery instead of the full sports rig as formerly.

He was followed home at a respectful 2 laps behind by 2 3.7 Aston Martin DB 4s driven by Goodwood specialist Roy Salvadori and Lotus team driver Innes Ireland, plus the factory Porsche Abarth-Carrera of Graham Hill. There were no serious accidents, although lots of grass was dug up and in view of the mixed quality of the entry, the organizing BARC was very lucky, phenomenal avoidances being the order of the day as some poor clot trying to hold his line would be passed on all 4 sides at once by a howling mob of Ferraris and Elites, no less than 6 of the former and 11 of the latter coming under starter's orders.

The good Stirling, although still a bit gimpy in one leg, was 1st across the track for the Le Mans start but instead of the patter of feet-thump-roar routine that one gets with the open sports cars as the owner vaults in, there was a strange dead silence broken only by sibilant curses and then the hollow slamming of doors with feet still outside, as the protagonists inserted themselves into little tin (or fiberglass, as the case may be) boxes and fiddled for the right buttons. As has become a tradition, and one which would shake the Empire to its foundations if it were broken, Moss headed the scrabbling parade out towards Madgwick corner with Salvadori and a mixed bag of GT Ferraris just behind. Some of the boys were in a tearing hurry, notably Dickson's and Marsh's Elites which were holding down 6th and 8th respectively and also Parkes' ditto, which had been badly balked and gotten away in 27th. Shortly Hill commenced to hector the Ferraris, aided by the knowledge that they would have to make 3 scheduled stops to his 1 for tires and fuel.

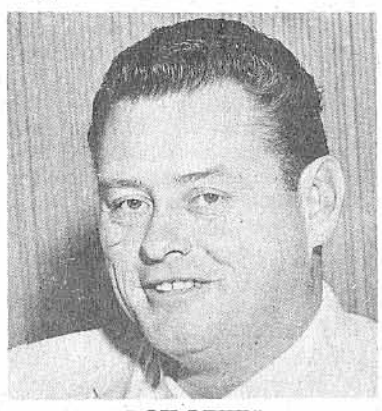
Salvadori, aided as much by his knowledge of the Aston breed as his extra 723cc over Moss' Ferrari, gradually closed the gap and passed on the 15th lap but promptly bobbled at Lavant corner and allowed the dark blue car to slip ahead again, until it halted to change both back wheels with 45 minutes of racing gone. The advantage was temporary, as Salvadori and teammate Ireland soon pitted for four new Dunlops apiece but it was significant that Rob Walker's well-drilled GP crew led by Alf Francis had Moss out sooner, especially in the fuel stop to come.

However, the Astons were to suffer a damaging delay when Salvadori soon had a tire deflate due to wheel spokes working loose back at Lavant corner and lost much time spinning off and then trundling into the pits.

[CONTINUED ON PAGE 3]

Pauley, Levy Buy Into Riverside Raceway

EDWIN PAULEY



ROY LEWIS

FRED LEVY

Edwin Pauley, wealthy independent oil producer and Democratic party chieftain, and Fred Levy, Jr., have purchased a substantial interest in Riverside Int'l Raceway and have become stockholders and directors, it was announced by Roy G. Lewis, Riverside president.

No figure was announced, but it is believed they have invested "at least $1 million."

This bids fair to make Riverside one of the biggest and outstanding road racing courses in the world.

Both Pauley and Levy are part owners of the LA Rams pro football team with Dan Reeves, Bob Hope and Hal Seley.

Pauley was associated years ago with Paul Schissler, Riverside general manager, in ownership of the old Hollywood Bears pro football team that played at Gilmore Stadium.

EDITORIALS

Although never particularly entranced with hot-rods or kart racing, we would like to comment on something that came up last week.

The state police banned kart racing to drivers and spectators in Connecticut on the grounds it was too hazardous.

This arbitrary action just happens to sound a bit unconstitutional to us.

Earlier, this form of racing was barred in New Jersey by the NJ Motor Vehicle Division . . on tracks, parking lots, everywhere.

This has only resulted in the kartists moving over the state lines to NY and Pennsylvania.

What if they had banned Wilbur and Orville Wright from Kitty Hawk? You know, the thought is not too crazy that these skeletonized things could serve for motorized paratroopers.

Most kart layouts are too dangerous, but rather than outlaw the racing, strong safety rules should be set up with vigilant supervision.

After all, FIA has approved the karts and is setting up international regulations.

Let's strive for safety — and at the same time cut out these ham-and-egg dictators and their arbitrary decisions!

We doff the fez to the British for pulling out of the European Grand Prix (Italian GP) at Monza. When will the Italians and others get it through their noggins that racing on a road circuit is one thing and blasting away on a banked track is another form of racing?

At Monza they are combining the road course with the speed track.

The British rightly say they did not enter at Indianapolis, and for the same reason will not go at Monza.

It doesn't take a mental giant to realize that such high-banked courses are not suitable for the Formula 1 machines that have been developed for Grand Prix racing.

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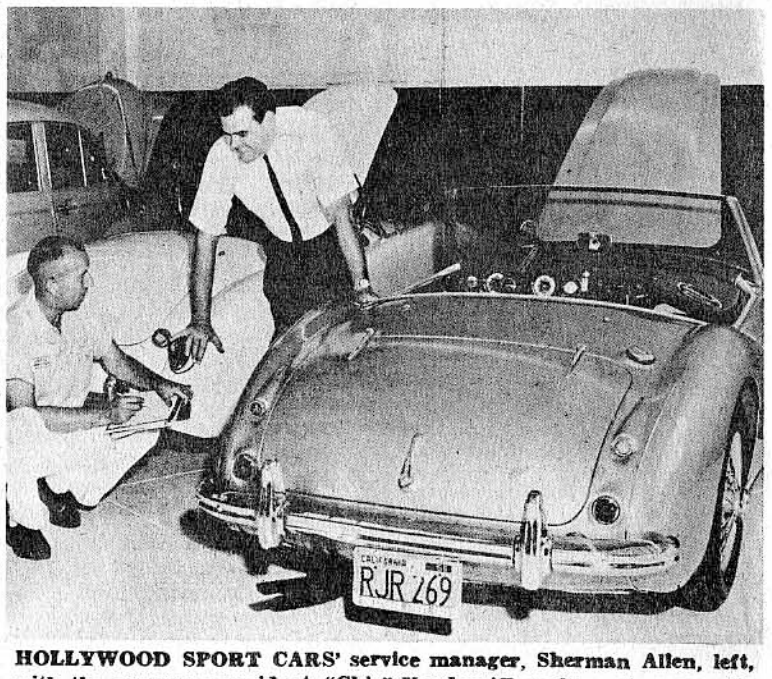
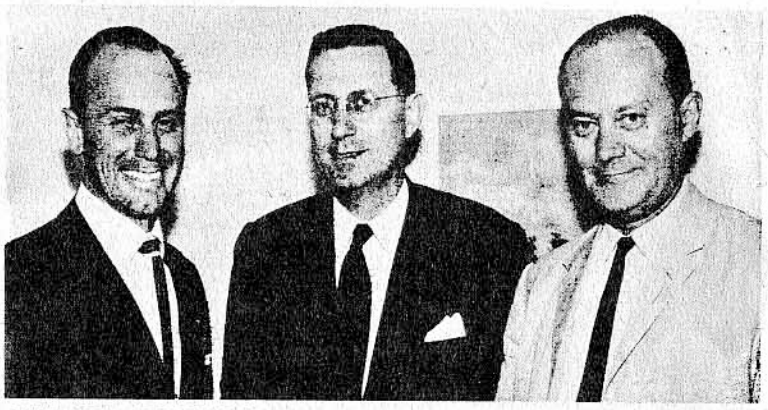


HOLLYWOOD SPORT CARS' service manager, Sherman Allen, left, with the company president, "Chic" Vandagriff, makes out a reconditioning order on a newly-acquired Austin-Healey in the agency's remodeled shops. The firm, located at 5766 Hollywood Blvd., opened last week. It is an exclusive BMC agency featuring sales and service of the Austin-Healey, MG, Sprite, and the Austin and Morris sedans



MAURICE BOSQUET, center, president of Renault, Inc., arrived in US to take over general management of the French auto firm with headquarters in NY. He met here with John Green, left, Renault distributor in California, Arizona, Nevada and Utah, and Bruce Douglas, Renault sales manager. Renault sales in California have risen 22% in July over the previous month.

Letters to MotoRacing

Letters Welcome

"In a world in which the carrying power of the individual voice sometimes seems to be growing weaker and more insignificant, the man at his typewriter or with pen in hand can still have his innings."—James F. Fixx, in the SATURDAY REVIEW.

MORE ON RICARDO

In answer to Mr. Lowell Hicks' letter in your August 5 issue concerning my views on Ricardo Rodriguez at Le Mans, I shall now take up additional of your time, and space if you so choose, to offer my interpretation of that outstanding drive.

In a word, at Le Mans Ricardo drove with judgment. The absence of this judgment with which to accompany his obvious ability was the basis of my prevous discussion (criticism, I hope, is too harsh a word). If Ricardo now continues to use this judgment, as I suspect he shall, I shall lay in an additional supply of salt, pepper, and peanut butter and prepare to further eat my words. In any case, one cannot but wonder at the nature of the change, evidenced at Le Mans, in this quiet and pleasant young man. My explanation, or search for an explanation, would go as follows.

What was different in his circumstances at Le Mans? Foremost, I would say, was his driving with an older, experienced man of another nationality. (I rather suspect Pedro might have turned in quite the same sort of performance driving with Scarfiotti had their car not so incomprehensibly been allowed to run out of gas.) Andre Pilette, notwithstanding his country's current African difficulties, is a driver who commands respect for his consistent, though not necessarily exceptionally rapid, motoring. But for this race, with the marvelous 3-liter Ferrari theirs, few better, more steadying co-drivers could have been found. Mr. Pilette had finished 5th the year before in a Ferrari Berlinetta, as indeed much of his recent international competition (not too extensive) had been in the GT category cars. So even he himself would be tending toward the conservative with the TR Ferrari.

Secondly, and a corollary of the first point, was the separation, even though only to a minor degree, of the Rodriguez family as a distinct unit. With Pedro driving for the Works team, clearly under a supervision over which Mr. Rodriguez Sr. would have little or no authority, the pace of the past, the routine, was broken. This too may have helped Ricardo to take a good look at himself and his driving.

And this brings me to the third and final point: Ricardo as a person. This is a young man with a sincere love for the sport, who had risen with most unusual rapidity to some considerable measure of stardom. A lesser person might accept that stardom without a thought or backward glance and clutch it possessively until the day when age takes it from him. But as I tried to infer in my previous letter, Ricardo is not this type of man. These brothers are not usual young men. I believe that Ricardo is possessed of the capacity to look at his ability in a larger, more enduring light.

What happened from March to June? I should say that this young man matured in some measure. Why, when specifically, or how I cannot answer. Nor to what degree. However, as with all maturing, once experienced it is always with us, though at times it becomes more remote. I do not look for an immediate, permanent change in Ricardo's driving. What will happen when next he drives with his brother with just the family around? But I do look now for a more steady progression toward the refinement of this already considerable talent.

I had occasion to drive close to Ricardo there at Le Mans this year in practice, and briefly (ever so briefly) in the race. He was driving with respect for his car, for the course, and for this rather unusually dangerous race. He was driving with judgment. He deserved every bit the second-place finish he and Mr. Pilette accomplished.

And now I shall abstain from further correspondence, take a long backward look over my own racing, and thereby endeavor to find myself that judgment of which I have professed such knowledge in these letters. My one lap at Le Mans this year rather indicates more familiarity with the pen than with the steering wheel, and indeed belies my right to even discuss drivers such as Ricardo.

WILLIAM E. KIMBERLY
New Milford, Conn.

P.S.—Again my plaudits to MO-

LIKES EDITORIAL POLICIES

As a long time subscriber to MOTORACING, I thought you would be interested in the enclosed information about the 1961 model VW.

Last week I drove one of the first twelve '61 models to arrive in the United States from Newark, N.J., to Detroit, Mich. I was very much impressed with the significant increase in performance, the synchromesh low gear, the better handling, and the fact that the car is considerably more quiet than the 1960 model.

Enclosed is a press release kit distributed at the Aug. 19th press party given by Volkswagen of America. I wanted to send this to you without delay so that you could use whatever portion of it you wanted as soon as possible. I feel a personal loyalty to MOTORACING, generated I believe from my liking of your editorial polcies, and I hope that you can realize some sort of scoop from the enclosed data.

JOHN F. McLEOD
Brundage Motors, Inc.
Jacksonville 6, Fla.

Editor's Note: It's good to have friends. We have not received this material from Volkswagen of America or any other source. Thank you.

Rt. 8, Box 28
Tucson, Ariz.
Aug. 16, 1960

Mr. Rene Pellandini
2042 So. Sepulveda Blvd.
Los Angeles 25, Calif.

Dear Rene:

Having been out of town, I just read in MOTORACING that the California Sports Car Club has suspended you from competition for one year due to the fact that your AC Bristol was found to have been equipped with 9.5 to 1 pistons at the last Santa Barbara races.

Since your earliest days of sponsoring a Morgan in Western races, you have been one of the most loyal and fervent supporters of amateur sports car racing. Your cars have always been excellently prepared and, in Lew Spencer and Ronnie Bucknum, you have had two of the best drivers available. Consequently, your winning record has been outstanding and the entry of a Pellandini car has been an asset to any race.

I cannot criticize Cal Club's rules and if, in fact, you were guilty of violating these rules some penalty was necessary. Had your rule infraction been a serious one which was also a violation of SCCA rules, it is quite possible that an SCCA penalty would have been forthcoming. However, SCCA production car specifications, which are based upon annual filings made with the club by the manufacturers, specifically list 9.5 to 1 pistons as optional equipment for the AC Bristol. Therefore you were not in violation of SCCA competition regulations.

In case there has been any question in your mind, I want to assure you that you are both qualified and welcome as an entrant in any race sponsored by any SCCA region anywhere, provided your car conforms to National Competition Regulations. Any special regional regulations you might encounter may not conflict with National regulations and, consequently, will not affect the qualification of your car in any SCCA event so long as it conforms to National regulations.

Sincerely,
TEACY BIRD, Chairman
Board of Governors
Sports Car Club of America

cc: MOTORACING, G. H. Daunis, RE, Los Angeles Region.

Jayne Mansfield Queen at Cotati Race Meet

SAN FRANCISCO — The No. Calif. Corvette Assn. announces that Jayne Mansfield will be queen of their Easter Seal Charity race at Cotati Raceway, Sept. 10-11.

More than 100 top driving stars are already signed, with a Birdcage-Ol' Yeller rematch slated.

ECONOMY CAR NEWS

Yes, There Was a Market, Virginia

From the now defunct MOTOR SPORTS WORLD of Oct. 17, 1952:

"The overwhelmingly favorable response to the nation-wide NXI survey and basic economic and motoring trends convinced us that there is a market for a compact car of this type."—George W. Mason, president and chairman of Nash-Kelvinator Corp., announcing new Nash sports car.

From an Associated Press dispatch out of Washington, Aug. 27, 1960:

"One in every 3 new autos put on the market in 1960 is a small car — an American compact or an import."

BY MARGUERITE COOK
MOTORACING Staff Writer

While Gus, the snob, was gliding toward Mexico and the bulls last week, his economy car editor was also on the go.

Only she was headed for Enid, Okla., and not in an air-conditioned Rolls-Royce, but in a jaunty red Hillman Husky.

Gus insists, "you can hardly call a Rolls-Royce an economy car," but that Hillman WAS a luxury car in comparison with some vehicles in which I have done overland travel in my more exotic past.

(i.e., the national lorries, which is what you call government-operated trucks that carried me through the rocky passes and desert wastes of Afghanistan 10 years ago.)

A woman friend and I traveled about 2200 miles round trip all told, averaged about 30-35mpg, except when I was driving, and, though much of the route was through high altitude desert, we were never bothered by a motor running hot.

The Hillman, a 1959 model, passed Detroit elephants on hills, only used about one quart of oil each way, plus the oil change and lube job in Enid, and was quite a curiosity once we left the freeways.

"Just where is the engine?" a woman gas station attendant, who must have thought it was a Dutch DAF, asked us in Jerome, Ariz.

"I can't find the gas tank," another woman gas pump expert, complained in Williams, Ariz. A Texan, who hit us for a ride to Gallup, N.M., at Grants (the uranium capital of the world), wanted to know if you gassed it with an eye-dropper.

The size of the gas tank was our only real problem. The Husky tank only holds 7½ gallons. We were chronically horrified, as we drove gabbing along, to find out that our gas indicator was beyond empty, about 25 miles from the nearest gas station.

We only ran out completely once, but did have to rouse "the law", which is what they call the night watchmen in small Texas and Oklahoma towns. The "law", as part of its duties after the town has retired at 9 p.m., will unlock a gas pump for you.

We were only 2½ miles from a town when we did run out completely. This was in Oklahoma and a very minor emergency compared to running out of gas in Afghanistan where gas stations are 500 miles apart. (It did happen to me there, and I hasten to add, I was on a truck driven by a MALE.)

Except for a few VWs, fewer Renaults, and a very occasional Jaguar or Triumph, we saw few imports enroute, leading us to believe that the import market in the hinterlands has hardly been scratched.

What we did see was a lot of Rambler station wagons and Rambler Americans filled with vacationing families, particularly of the type that like to camp out all night at the wayside stops and to picnic at same at noon.

We had the usual haphazard travelers' problems of finding good meal stops. Don't stop at the City Cafe in Santa Rosa, N.M. There's a sign outside saying that Duncan Hines recommends it, but we don't.

[CONTINUED ON PAGE 7]

• Vignettes

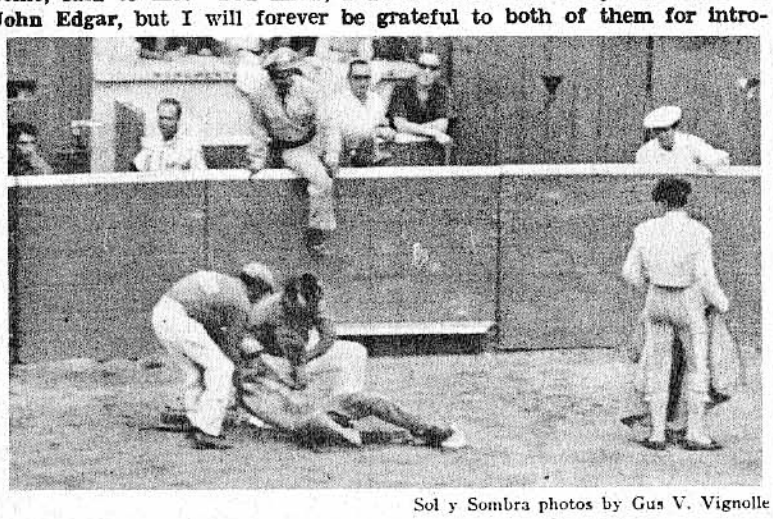
BY GUS V. VIGNOLLE

TO THE BULLFIGHTS WITH EDGAR & SHELBY

[CONTINUED FROM PAGE 1]

Today I am going to write about bullfights — y a los que no les gusten, que se vayan a la — !

Years ago, a young man of the sports car racing cult whose name escapes me at the moment and who was as true an aficionado as they come, said to me: "You know, I don't even know **Tony Parravano** or **John Edgar,** but I will forever be grateful to both of them for intro-



Sol y Sombra photos by Gus V. Vignolle

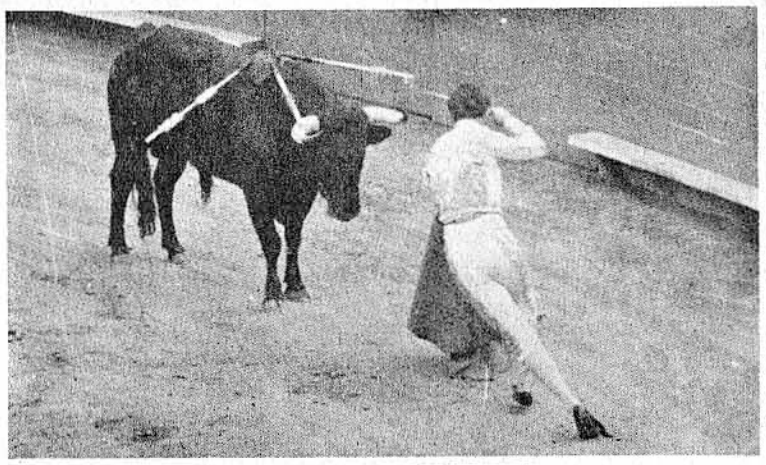
EL GRINGO WANTS BULLFIGHT ACTION

ducing me to big-time racing machinery, Ferraris, Maseratis and the like. The racing nuts out here should be eternally thankful to these men, otherwise we'd still be watching the puny Jaguars, MGs, Triumphs and such."

Both are now out the picture, but I never forgot this. Officially,

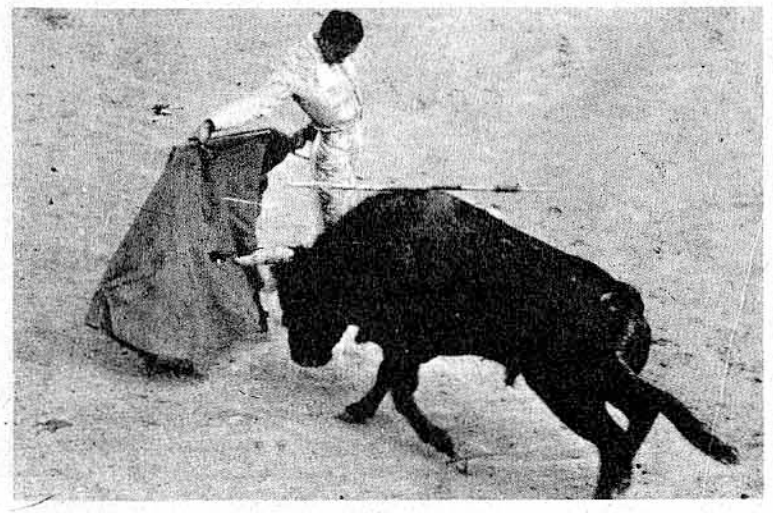
SHELBY, EDGAR, JAN HARRISON, JERRY EDGAR

nobody knows where Tony Parravano is today. But John Edgar, the fabulous and wealthy sportsman, is living with his vigorous and peppery wife, **Jerry**, in a Parthenon-like mansion.



ANTONIO DEL OLIVAR LUNGES WITH SWORD

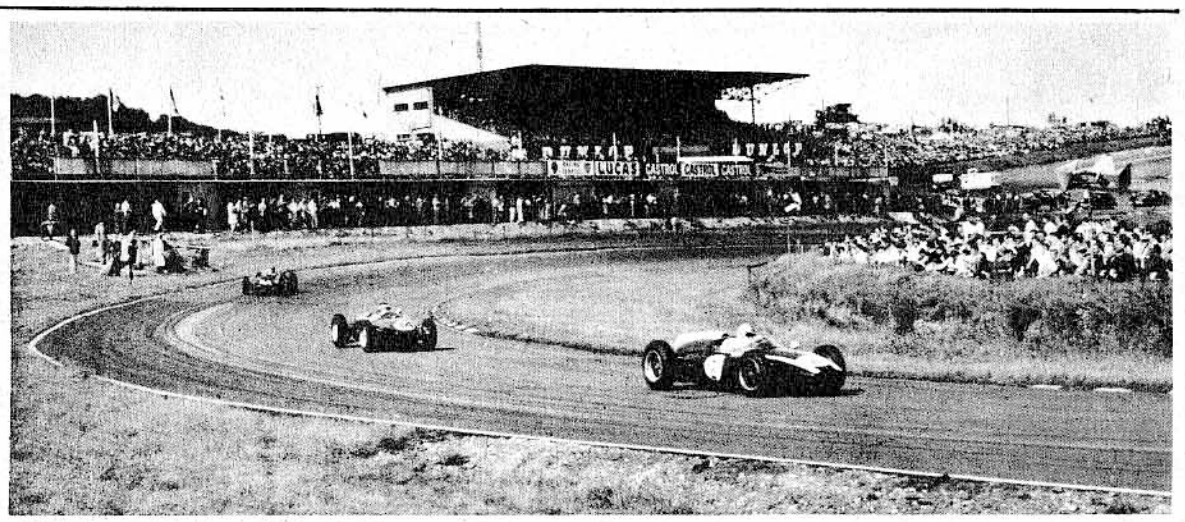
There, amid untold wealth, perched high on the Acropolis of Beverly Hills, John Edgar sits among the Greek marble and magnificent statuary, and, from his Parnassian eagle's nest, can see Honolulu on a smogless day.



DEL OLIVAR WITH THE MULETA

Well, dear hearts, very early last Sunday, the phone rang. It always rings. On the other end of the tube was **Carroll Shelby**, the colorful Texan

[CONTINUED ON PAGE 5]



SCENIC SHOT shows Jack Brabham continuing his fabulous winning ways in Formula 1 race at Brands Hatch in England. His Cooper-Climax here leads Jim Clark's Lotus. Visible are the upper straight and back of the pits as well as the lower straight and grandstand. (MOTORACING photo by Henry N. Manney III)

MOSS

[CONTINUED FROM PAGE 1]

Ireland was already a lap behind, just in front of the Schlesser and Whitehead Ferraris while GP aspirant Mairesse got off the course at various points in Seidel's Ferrari, once charging back on directly in front of Moss and Salvadori. In the 2-liter class Hill still led but buddy Bonnier, in a production (if Works) Carrera was having a devil of a job catching Lawrence's fast Morgan, only in fact doing so at a pit stop when the starter motor fried on the English car. Among the Elites, wee Tom Dickson from Perth had crunched his red one, letting Summers into the lead, while the meteoric Parkes had pulled up to second, profiting from the misfortunes of Wagstaff who had saddled with fuel feed problems. Schlesser spun, Mairesse spun, McCowen's AC spun, Meek's Elva climaxed a percussive career by clouting an unyielding bank, and Mairesse (again!) backed into St. Mary's at about 80mph and continued, leaving an inner tube writhing on the grass.

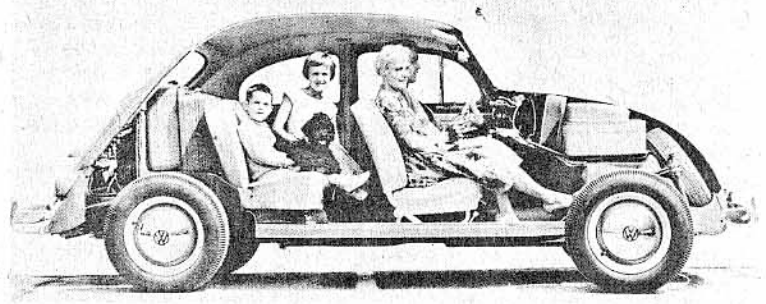
Moss continued to open up his lead, materially aided by his pit crew who gave him 4 tires and 15 gallons, then later 2 new rear rags, quicker than the opposition. Ireland's advantage by not having to make a 3rd pit stop was nullified when his tail pipe came off and had to be wired up.

Loustel's Ferrari retired, letting Hill up into 5th just behind Colin Davis' Ferrari, and the Elva team, which had had a chequered career, had Meek's car disqualified for "insufficient bodywork", and another change a rear axle in the pits. As the race drew to a close yet 2 more developments unfolded: Davis noticed his oil pressure sagging and slowing, was robbed of 4th by Hill's Porsche, while Parkes, firmly in the 1300 class lead, blew a rear tire going into the chicane, did a carom shot off Warner's Elite, and went straight to his pit to have the wheel changed, losing his 1st after a fine drive, unfortunately. So Moss continued his winning ways at the TT for the 6th time since the war, most unfamiliarly Ferrari mounted; perhaps we may wish this remarkable fellow luck for next year?

Besides the GT effort, there was also run off in the morning an "International" Formula Jr. event in two heats and a final which proved once again that the English cars have taken over this once exclusively Continental plaything, overseas visitors not even bothering to come. Lotus-Fords, in the hands of Trevor Taylor, Jim Clark, and Mike McKee, took the 1st 3 places (winner averaging 90.68mph) with Dennis Taylor's Lola BMC of Team Speedwell and Ashdown's Lola-Ford next in line. Fastest lap was shared by the 1st 2 at 1:33.4 sec or 92.50mph, quite a bit quicker than Moss' GT Ferrari (1:36.6 or 89.44mph) but slower than Moss' Formula I mark (in April) of 1:24.6 or 102.13 mph in the Cooper Climax. I can see Climaxes going right into these Juniors for the 1961 Formula and then—Lookout!

	Class Winner		Laps	Avg. mph.	Fastest Lap mph.
1.	Moss.	*Ferrari	108	85.58	89.44
2.	Salvadori	Ast. Mar.	106	84.76	
3.	Ireland	Ast. Mar.	106	84.76	
4.	G. Hill	*Por. Car.	104	83.05	86.22
5.	Whitehead	Ferrari	104		
6.	C. Davis	Ferrari	103		
7.	Schlesser	Ferrari	103		
8.	Mairesse	Ferrari	102		
9.	Lumsden	*Elite	102	80.93	
10.	Warner	Elite	102	80.89	
11.	Bonnier	Por. Car.	101	80.17	
12.	Parkes	Elite	100	80.01	83.40
13.	Summers	Elite	100		
14.	Foster	MGA	99	78.79	
15.	F. Hahnl	Por. Car.	98		
16.	G. Koch	Por. Car.	98		
17.	J. Gaston	Elite	97		
18.	J. Stoop	Por. Car.	95		
19.	P. Riley	A-H 3000	95		
20.	Simson	Sprite s/c	95		
21.	Hurrell	Elite	95		
22.	Allen	Elite	93		
23.	Williams	Elite	91		
24.	Lawrence	Mor.+4	91		
25.	Bekaert	A-H 3000	90		
26.	Fergusson	El. Cou.	75		
27.	Bridger	MGA	73		

DNF — Loustel, Ferrari; McCowen, AC Bristol; Playford, Elva Courier; Meek, Elva Courier; Marsh, Elite; Wagstaff, Elite; Dickson, Elite.



THIS CUTAWAY of the improved Volkswagen sedan shows how spacious the cars now coming off the assembly line will be. The luggage space has been increased to more than 9 cubic feet by re-designing the gasoline tank.

2nd American Int'l Rally Off

The 2nd $10,000 American Int'l Rally will not be held as scheduled Nov. 7-11, it has been announced by George Holland, director of the event.

Reason: inability to sign up adequate and selected sponsors.

Plans are going ahead to stage the event in the spring of 1961.

Holland spent $31,000 for the event last year.

'61 Volkswagen

[CONTINUED FROM PAGE 1]

Engine Revolutions at Maximum Speed

	De Luxe Sedan/ VW Convertible	Karmann Ghia
new:	3870 r.p.m.	4040 r.p.m.
previous:	3400 r.p.m.	3600 r.p.m.

Mean Piston Speed at Maximum Speed —

	De Luxe Sedan/ VW Convertible	Karmann Ghia
new:	1626 ft. min.	1697 ft./min.
previous:	1427 ft. min.	1516 ft./min.

Climbing Ability with Two Occupants on Good Roads

	New	Previous
1st gear	43.5%	37 %
2nd gear	22.5%	18.5%
3rd gear	13.5%	11 %
4th gear	7.5%	6 %

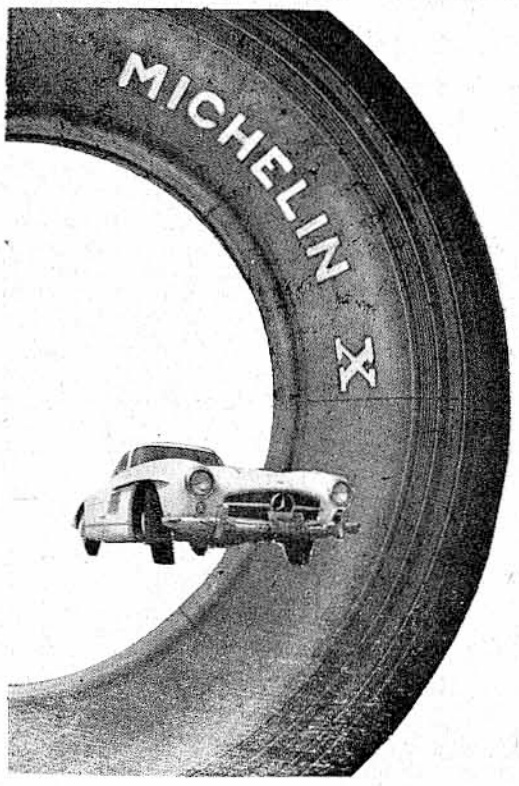
Acceleration from 0 to 50 m.p.h.
new: 18 sec. previous: 21 sec.

DECADENT CAPITALISTS

The basic reasons for steadily increasing auto insurance costs are "a deterioration in traffic safety and a deterioration of the moral fiber of individual." — Thomas J. Casey, claim manager, Allstate Insurance Co. in Canada and the eastern U.S.

QUOTING BERMAN

"My tongue is asleep and my teeth itch." — Shelley Berman



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SLIGHTLY MODIFIED

By W. R. C. Shedenhelm

BEING SOMEWHAT OF A SCIENTIST, we like for things to be measurable and precise. There is the Richter Scale for earthquake intensity, the Moh Scale for mineral hardness, and our own Hangover Scale for judging the effectiveness of parties. We therefore rate the press opening of Hollywood Sport Cars (the ex-Olympic Int'l Motors) as 7.8 on the Scale. In non-scientific terminology, this is described as follows: "Capable of destroying concrete buildings, steel ships and human heads. Eyeballs turn deep red and fall to ground. People trapped inside may be thrown to floor and find it impossible to rise."

To put it another way, anyone who even half-tried ended up smashed out of their cotton-picking mind. Violent enemies, who hadn't spoken in years, were openly sobbing on one another's shoulders and avowing undying love, 2 rival club officials danced a polka together and we, personally, accepted 4 job offers including that of head brain surgeon at Mayo Bros.

The most fun occurred when rival sporty car dealer Jim Parkinson parked several of his cars on the sidewalk in front of Hollywood's showroom, each car bearing large signs advertising the Burbank Sports Car Center. Naturally, the people giving the press party thought this was a pretty amusing idea, so they cunningly spray-painted the windshields of Parky's cars with black enamel.

Parky and his group got a good laugh out of this bit of sky-larking and hunted up a spray can of paint for their own sport, which consisted of painting a sign across Hollywood's plate glass show window, in 2-foot high letters, saying: BURBANK SPORTS CAR CENTER ANNEX.

We had to admit that even Noel Coward would have been overcome with laughter at these sophisticated hi-jinks, but unfortunately by this time everyone was out of paint and would have had trouble finding their Aston Martins with both hands swinging, so the party broke up.

Minden Revisited

You all remember the Cal Club's Minden races, where the entrants out-numbered the spectators 2-to-1? The race at Santa Maria a few weeks ago was somewhat lacking in paid attendance, too. As a matter of fact, it looked as though it were being given on the surface of the moon. The back surface. We have no idea how much money the Cal Club lost on the event, but we did overhear one race official saying to another, "After this weekend we will refer to the Minden races as one of our more successful ventures."

Dogged Drivers

When we used to race our Ferrari Monza in Venezuela some years back, one of the most popular circuits was the highway around Lago de Valencia, a lake near Maracay, a few miles west of Caracas. The lake is about 30 miles around and our 2-lap races presented some rather amusing problems. The highway was cleared of people, more or less, but the wild "monte dogs" delighted in chasing after the leading cars. This led to their getting hit in the bazoo by the cars which were further back, seriously decreasing the number of cars and monte dogs.

It was all evened up for the drivers, anyway, when on the 2nd lap the leading cars would sail into large flocks of buzzards which had landed on the highway to inspect the dead dogs. Now, buzzards are used to cars travelling at normal road speeds and plan their rather slow take-off accordingly. If you've never had a 10-pound buzzard come through your windshield at 150 miles per, you simply haven't lived, amigo!

We didn't actually have winners in these races. We had survivors.

UNUSUAL SIGHT — It's Stirling Moss in a GT Ferrari as he won the recent Tourist Trophy in Europe. It was his 2nd win since he was seriously injured during practice for the Belgian Grand Prix. Story on Page 1. (MOTORACING photo by Henry N. Manney III)

Quotable Quotes

"Well, here we go! Kart racing, the 'family sport,' could very well move into the first phase of oblivion next weekend, with Northern California's first professional Kart race at San Jose. One thousand dollars in cash is being offered as a gimmick to attract the drivers and the crowds.

"What started as a lot of fun for everyone from six to 60, now becomes a serious business with all hands scrambling to buy or build a faster kart to win a few bucks, at the risk of life and limb.

"At first it was a barrel of fun to race in the supermarket parking lot with a lawn mower engine strapped to four oversized roller skates. Then somebody thought of slick tires like the dragsters. After that came imported alky-powered engines. Now it's racing for cash.

"What we'd like to know is, what are they going to do for an encore? Will these same people who run for money this weekend be willing to come back a week later and run for a three-dollar trophy? We don't think so.

"Ask the promoters whatever happened to midgets and quarter midgets." — HUGH RANDOLPH in the Oakland Tribune.

CALENDAR

SEPTEMBER

10—Goodwood race meeting (F1, 2, sports and touring cars), England.
10-11—San Francisco SCCA races (With No. Calif. Corvette Assn.), Cotati, Calif.
10-11—Chicago SCCA Nat'l races, Road America. Elkhart Lake, Wisc.
10-11—Washington SCCA races, Marlboro, Md.
17—Snetterton race meeting (F1, 2, sports and touring cars).
17-18—Kansas SCCA races, Newton ,Kans.
17-18—No. New Jersey SCCA races, Lime Rock, Conn.
17-18—C.W. Mich. and N.E. Mich. SCCA races, Gravling.
17-18—Wichita SCCA races, Newton, Kans.
18—SCC of British Columbia races, Westwood, B.C.
23-24—Glen SCCA, Nat'l. races, Watkins Glen.
24—Oulton Park race meeting (F1, 2 and sports cars), England.
24-25—Tennessee Valley SCCA races, Courtland.
24-25—LA SCCA races, Del Mar, Calif.
24-25—NW SCCA races, Shelton, Wash.
25—Coupes de Paris race meeting (all categories).

OCTOBER

1—Silvertone race meeting (F2, sports and touring cars), England.
1-2—Indianapolis SCCA races, Stout Field.

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PORTUGAL GRAND PRIX FOLLOW-UP

By HENRY N. MANNEY
MOTORACING Staff Writer

OPORTO, Portugal, Aug. 14—Yet again-again-again that clever fellow Jack Brabham, the Australian ex-dirt track artist, wiped up the oppositon by coming from the back to win his 5th straight Grand Prix at 109.29mph after the race had been led by Dan Gurney (BRM) and John Surtees (Lotus) at various times. Stirling Moss (Lotus) making his welcome return after the Spa accident, dropped from both 2nd and grace after pit stops and a spin, but looked to be back on his old form. This victory just about sews up the championship for the 2nd year running for Brabham.

Race day was lovely for a change with a fresh sea breeze blowing over the pits; indeed a little spray fell as well for the start and finish is right alongside the ocean on the Porto course, which then runs inland on one half of a double-track highway before meandering around in the boondocks. It also colorfully incorporates such hazards as street car tracks, light poles, curbs, garbage cans, Portuguese flag marshals, and a tile factory, being in fact a road racing circuit and thus catching out a couple of the freshmen drivers in practice.

Henry Taylor and Jim Clark crashed without too much personal damage. World motorcycle champion John Surtees (Lotus) held the pole but a fat lot of good that did him as everyone sort of charged off, leaving the bloke holding the flag up foolishly. However, Gurney led at the end of the 1st lap, having been allotted the quickest car for a change, followed by Brabham, Moss, Surtees, Innes, Ireland (Lotus), Graham Hill (BRM) and Phil Hill (Ferrari), plus the rest. At a considerable distance behind charged the irrepressible Wolfgang von Trips (Ferrari) with the nose all bashed in, having gone straight where he should have turned. On the 2nd lap Brabham turned up in 8th place with a scunnered look, having been persuaded by the trolley tracks to ignore a corner he was about to take.

Phil Hill moved up to 4th in the resulting gefuffle and Moss to 2nd, but Ireland pulled into his pit with a split fuel tank which was to plague him for the rest of the race. As laps reeled off Gurney pulled out ahead but Surtees nipped by Moss, who was watching and waiting, and began to close up on the BRM, which made things easy for him by first getting sideways and then falling sick with one or more valve springs broken. Actually this wrecked BRM's chances as Joakim Bonnier had also retired from the same ailment and Graham Hill's had burst its gear box.

Moss hung on behind Surtees, thus treating us to the unfamiliar sight of 2 Lotuses in the lead of a GP race, while Phil was giving it the old school try in 3rd, ever conscious of the stealthy Brabham picking up places from the back behind Bruce McLaren (Cooper) and Tony Brooks (Cooper) who had mistaken 2nd for 4th cog and was consequently down to one gear. Stirling was just about to make his move when the engine began to splutter, necessitating a visit to the spark plug man, not once but several times, and dropping him 2 laps behind.

This moved Phil Hill up into 2nd and it was not inconceivable that a Ferrari would take the checker first, but he was soon locked in battle with the resurgent Brabham and giving as good as he got with a highly unsuitable motor car. Alas, he turned up missing, only reappearing some laps later with the bodywork and suspension bent after the clutch master cylinder quit, thus catching him between gears in a rather tetchy corner. After some comic opera business about being chased out of the pits by the officials he tried to push start the big pig but unsuccessfully, much to everybody's disappointment.

If anything, Surtees was drawing away from Brabham, making fastest lap of 112.965mph but once again Chapman's cars were to give trouble from just not being solid enough; Surtees' front tank had split and his foot slipped off the brake at the end of the long Boavista straight. The Lotus went slap into the haybales, resulting in its retirement. Surtees was lightly injured.

This left, funnily enough, Clark holding down 3rd in the somewhat crooked specimen that he had crunched the day before to uphold Lotus fortunes, as Moss and Ireland were both well back.

So there was Brabham all by himself, with his shadow McLaren, who drives the world's canniest race, just behind in 2nd. Everybody was so busy watching to see if von Trips, who had been working his way up, would catch Clark that practically nobody noticed that Moss didn't cross the line in his accustomed place of 5th . . . he had locked a front brake and thumped the bales chez Surtees, but in spite of not being what you would really call a well man push-started the Lotus and got going again. Unfortunately, though, he had gone against traffic and got disqualified for his pains; (shades of Hawthorn 2 years ago!) a remarkable effort just the same.

Of course the ultimate cheers should be reserved for Jack Bradham, who was ridden around in a vast convertible with garlands and all that. Five straight Grands Prix . . . imagine!

55 laps. Course - 4.6mi.

1.	Brabham (Cooper)	2hr19.3" (109.29mph)
2.	Bruce McLaren (Cooper)	2hr19'58"
3.	Jim Clark (Lotus)	2hr20'53.26"
4.	Wolfgang v Trips (Ferrari)	2hr20'58"
5.	Tony Brooks (Cooper)	49 laps
6.	Innes Ireland (Lotus)	48 laps
7.	Olivier Gendebien (Cooper)	46 laps

Fastest lap — John Surtees (Lotus) 2'26.6" or 112.965mph.

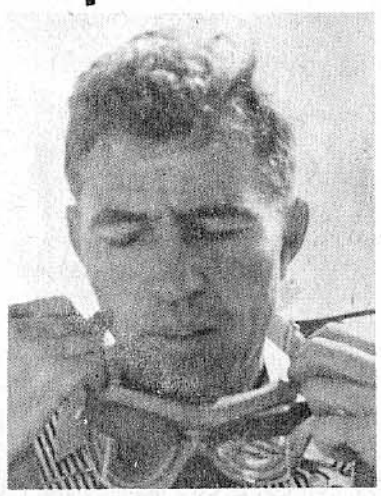
Shelby Plans New Sports Car

Carroll Shelby, one of the biggest names in US road racing, has gone into business and set up offices in Hollywood — Carroll Shelby Engineering.

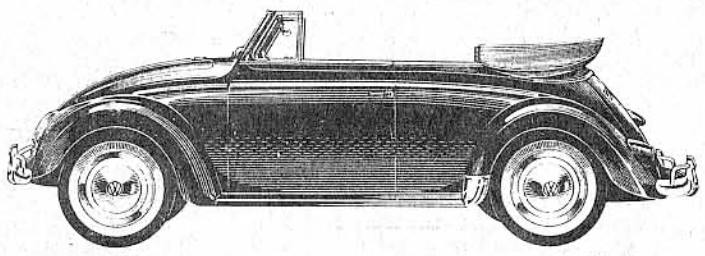
His first project is development of a new sports car which will have a Pontiac engine and transmission but be about the size of a Healey in size and capable of 170mph.

Shelby is now working a deal with Frank Nichols of Elva Engineering of Hastings, Sussex, in England. They are discussing various types of chassis for the new car.

The former Dallas resident, who now lives at La Mirada, Calif., won at Le Mans last year with Roy Salvadori and is a former SCCA national champion.



CARROLL SHELBY



Volkswagen Convertible

(an air-tight case for owning an open-air car)

The top of the Volkswagen Convertible is like no other. It is air-tight and water-tight because it *overlaps* the windshield frame. It has a real glass rear window and is completely lined and padded — no struts or crossbars show.

The VW Convertible shares every mechanical virtue of the sedans. The air-cooled rear engine can't freeze or overheat. No anti-freeze needed. All wheels are individually suspended with torsion bars (uncanny control over the roughest roads). You get 32 mpg — regular driving, regular gas. You can go 70 mph all day and park where others can't fit. The best way to get the feel of a Volkswagen Convertible is to slip behind the wheel and drive one. Come in and do it . . . this week.

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• Vignettes

[CONTINUED FROM PAGE 3]

who now lives in La Mirada, Calif. He used to be the No. 1 driver for Edgar, and, you will recall, won at Le Mans last year with **Roy Salvadori**, the Englishman, in an Aston Martin.

"We're going to the bullfights," he enthused, "so get ready. Drop over to John Edgar's castle. He and Jerry are waiting for you. Lunch is all set. Tool the Rolls over here, pick up **Jan Harrison** and me and we'll have lunch on the way to Tijuana, Mexico."

Well, sir, what a glamorous invitation that was! And a chance to renew acquaintances with Edgar. But this time not about sports cars, racing, or Riverside Raceway, from which he recently pulled the pin with a great sigh of relief.

It was all about bulls, for this writer was surprised indeed to learn that John and Jerry Edgar were true aficionados (the true aficionado is a bullfight addict) from way, way back. They even spoke of reglamentos taurinos with a Spanish accent, yet. They had taken in los toros years ago in Mexico City . . . nor did they know that when I lived in that wondrous metropolis a quarter of a century ago, I was always at the Plaza de Toros at 4 p.m. sharp on Sunday afternoons.

Picture, then, motoring to Tijuana in the Edgars' opulent (although that's a little redundant) silvery Rolls-Royce. At 60 miles per hour all you could hear was the electric clock, the air-conditioning system, the gurgling of champagne and the dabbling into the caviar.

The French walnut tables in front of each passenger had been opened. The bar, part of the front door, was put into service. Jerry Edgar had brought huge prime rib sandwiches, home-made mustard pickles, and all the gastronomical accouterments.

Shelby, himself, had made a raft of ham and cheese sandwiches, potato salad, and he also brought along the aforesaid caviar (ugh!) and champagne (hooray!), pink lemonade and after dinner mints, yet!

Snobbism Fallen on Evil Days

"I'm sorry I did not bring anything," I apologized, "but I'll favor you with some flamenco music." And with that I plucked on my guitar from Sevilla as all joined vocally in the greatest rendition of "Granada" you ever did hear.

Of course, this is by way of letting you know I am a snob. And while wondering what the poor people were doing, I recalled that **Lucius Beebe** recently lamented they don't make snobs like they used to. Like the lost art of being rich and having fun with money in the grand manner, snobbism has fallen upon evil days, Beebe has observed. Alas, he has said, bring back the giants of yesteryear who made snobbery an exciting art.

At the new Plaza Monumental, the bullring by the sea which advertises "the best-paid bullfighters and the most expensive bulls," we saw the great matador, **Carlos Arruza**, "El Ciclon," "The Greatest One," fighting bulls from Pasteje on horseback.

This sun-splashed afternoon he was good, not "The Greatest One." As good were the other two matadores on foot, **Alfredo Leal** and **Antonio Del Olivar**.

But best of all was the stone-stiff Gringo who leaped from the 1st row, hurdled the barrera and, without cape, sword or pitchfork, dashed into the ring to fight the fury of the maddened beast.

It took 4 gendarmes and 6 monosablos to finally carry him out of the ring. Realizing the Gringo's state of inebriety, the fuming, snorting critter did not attack.

In all the grappling El Gringo kept his sun glasses on — neatly intact, and as he got the last tremendous heave-ho, he was heard to shout at the top of his lungs:

VIVA MEXICO!

(Next week: How to play Jai-Alai in 6 easy lessons.)

Yes, Money is an Important Asset

TRIVIA & FRIVOLA (or going over Niagara Falls in a snood) — Big **Roy G. Lewis**, the local Mercedes-Benz chieftain, told me that that Ford dealer did not sink any dough into Riverside Raceway. The only owners, he said, are himself and his 2 attorneys. What is actually needed at Riverside is about $4 or $5 million more. And that geetus, necessary to make Riverside the greatest course in the world, may be forthcoming if and when 2 big names lend their financial weight to the project.

. . . Talk is making the rounds here that **Foxy-Maxie Hoffman**, who has made more dough than anyone with imported cars, soon may no longer be affiliated with Alfa Romeo. It will be recalled that at one time he had Volkswagen, Porsche and Mercedes-Benz. But he always bounces back with some other money-making deal. . . . NBC will televise the Nov. 20 Formula 1 US Grand Prix at Riverside. . . The day is not too far away when plans will be revealed for a Riverside oval to become the "Indianapolis of the West," and Old Gold Suit will have nothing to do with it. . . .

. . . In case you didn't already know, Detroit is in racing under the table, and the sooner it comes out, the better. . . . Remember **Joe Weissman**, the attorney who for years was numero uno with the Cal Club? Could it be that he is not buddy-buddy with the CSCC, since he has been retained by **Rene Pellandini** in the latter's action vs. the club for giving him a 1-year bounce on the AC Bristol 9.5 to 1 piston case? JW wrote in detail to the Board of Governors tracing the history of the case and requesting a further hearing for the AC Bristol and Morgan distributor.

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Rally Sparks

BY DUANE SPARKS

It looks as though our yearling California State Championshp rally competition, to which 274 contestants have contributed so far this year, is assured not only of a successful season this year, but can look forward confidently to operation on a greatly expanded scale next year.

Apparently the folks in the Pacific Northwest have been thinking along the same lines, for JACK DENO of the live-wire SPOKANE SCC writes.

" . . . our NORTHWEST RALLY RALLY COUNCIL has existed now for 3 years. We have some 20 member clubs, and have set up a NORTHWEST CHAMPIONSHIP based on 6 to 10 rallies per year, all run under the same rules. We are drawing an average of 55 cars for these events, and interest is running very high. . . . Are there any plans about getting together and setting up some kind of WEST COAST CHAMPIONSHIP? As I understand it, you have two major conferences down there, one in SO. CALIF., the other in NO. CALIF. Why not a final rally in the late Fall, with each conference, including ourselves, sending a team of 3 cars made up of our best, for a WEST COAST CHAMPIONSHIP run-off? It could be held somewhere in the Bay area, and I do think it would be practical as far as distance is concerned, for us."

I would be very interested in reaction from enthusiasts both here and in No. Calif. to this proposal. It sounds geat to me, and I'll make it a point to discuss it with northern rallyists when we're up there next week for CHECKMATES, LTD. presentation of SEPTEMBER MORN. Those of you who have been wanting to try one of those precision NO. CALIF. events we have been praising all this year should take advantage of this one. Under the able direction of the old master JOHN RYAN, it promises to be one of the best of the year, and many southern cars will be making the trek to San Mateo for the start at 6 a.m. Sept. 11.

Speaking of the best of the year—for real tough, get-up-and-go, cliff-hanging 16 hours, last week's RALLYE DE NO SNAILO set a new high-water mark. Rallymaster DICK ANDERSON and the SOUTHWEST SCC showed us no mercy, but kept us dancing to his tune of go-go-go from beginning to end. It's one of those things you like to do once a year or so just to prove you can still take it. Come to think of it, from the size of the errors guess we can't take it anymore. It was a great event and we enjoyed every minute of it.

Out of the HORSE'S MOUTH

By TED DAVIS of the Grand Prix Restaurant

Our **Marie Dixon** of Pitsville fame gave birth to a baby girl — 7 lbs. 8 oz. . . . Red faces at So. Calif. Auto Club Hq. for start of **Danny Eames'** new Freeway Flyer contest. All top Chrysler and ad agency brass there, but no photogs showed. . . . The party thrown by **Don Ricardo**, the consistent concours winner, was a corker. . . . **Don Hulette**, well-known Jag Spl driver, will tool the **Fike** Plumbing Lister Corvette from Phoenix. . . . **Dr. Bill Molle,** 1959 class H champ, joins forces with **Roy G. Lewis** to drive his DKW Formula Jr. . . . Wonder if there is anything to the **Reventlow-Vandervell** pooling of interests? . . . **Kent Kelly** of GM tells me the new Corvairs will be out of this world. . . .

Talk on Dolphin Formula Junior

Principal speaker at the Sept. 12 monthly meeting of the Formula Racing Assn. will be a representative from the Dolphin Engineering Co. of El Cajon, Calif. The firm manufactures the Dolphin Formula Junior, which will be on display at the meet, set for 8 p.m. at Hollywood Playground, 1122 N. Cole Ave., Hollywood.

All Formula 3 and FJr. enthusiasts are invited to attend. The Formula Racing Assn. formerly was known as the 500cc Club of America. More info can be obtained by calling TH 8-1331 or DU 3-5688.

SLALOM COLUMN

By DENNIS McCOSH

R.A.M. Triangle Sports Car Club, one of the 3 most active slalom clubs in So. Calif., held its annual "Grand Prix" Championship Slalom recently, attracting 144 entries.

The event was obviously well liked by those who ran it, since it achieved the highest rating so far this year—86.78%. The most common complaints about the event were (1) it was held on the same week-end as the San Luis Obispo races; (2) the technical inspection was very poor; (3) the finish was unsafe, and (4) the start was inconsistent.

The trophy winners:

CLASS A			
E. Rodemsky	Sprite	——	2:05.0
W. Stone	Ren. Alpine	PSCC	2:05.8
G. Christensen	Sprite	——	2:06.0
CLASS B			
W. McMillan	MGA	SCMG	2:02.2
W. Reed	MGA	SCMG	2:05.8
L. Miller	MGA	SCMG	2:06.0
Bill Adams	MGA	OCSCC	2:06.5
CLASS C			
M. Doherty	A-H	GFCCA	2:04.3
W. Lister	A-H	——	2:08.0
Bob Rowley	TR-3	Aerojet	2:08.9
CLASS D			
B. McPherson	Jag	——	2:10.8
R. E. Williams	Jag	M.A.Jag	2:11.8
S. Briley	Corvette	IUSCC	2:12.0
CLASS E			
D. Lehmann	Ren. 4CV	ROCA	2:02.2
CLASS F			
Leroy Bonato	VW	VWOC	2:10.8
CLASS G			
W. Morville	Volvo	VVTC	2:16.5
CLASS H			
Jerry Cremins	MGTD	SCMG	2:08.2
CLASS A & E WOMEN			
Jean Smith	Sprite	——	2:11.9
CLASS B & C WOMEN			
B. Reed	MGA	SCMG	2:15.5

The next championship slalom is "Slalom of the Pacific" by the Pacific Sports Car Club on 11 September at the Long Beach Stadium parking lot, in North Long Beach.

SCCSCC CHAMPIONSHIP STANDINGS

Men's Sports (top 15 only)	
Mal Doherty	313.4
Dan Dow	302.2
Wes McMillan	300.0
Walt Stone	289.6
Ray Didier	281.4
Leo McCormack	210.9
Eddie Atkinson	209.8
Wally Reed	197.2
Frank Riddle	182.9
Rod Stoik	182.3
Eugene Willbanks	181.7
Dennis McCosh	181.0
Bill Adams	144.0
Albert Balsitis	132.9
Bill Edge	117.1
Men's Sedans (top half only)	
Wayne Morville	273.2
Bob Anderson	229.9
Larry Ford	163.1
Bob Hall	159.2
Lee Kelso	152.0
Modified (top half only)	
Lyle Larson	100.0
Jerry Cremins	100.0
Women's Sports (top half only)	
Kay Adams	188.4
Barbara Reed	175.2
Ruth Doherty	114.5
Pat Dolfen	100.0
Marie Waters	100.0
Women's Sedans	
Dee Purrier	100.0
Lou Anderson	25.7
Marcia Hatfield	14.6

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RALLY RESULTS AND CALENDAR

RALLYE DIABOLIQUE III & LUAU AUG 20 SCHERLEE & GORDON MADISON R.M.s NRSCC 34 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Ted Sparks	Dottie Conroy	C.A.R.	Sprite	1.25
2.	Bill Chester	Elizabeth Chester	Rallymasters	Alfa	2.09
3.	Doug Linder	Christy Crawford	Northrop	Porsche	4.20
4.	Bill Eichelkraut	Bert Johnston	Northrop	190 SL	6.30
5.	Dick Pieper	Ann Sparks	Northrop	Porsche	7.01
6.	Gordon McKinzie	Pat Mondon	Northrop	Porsche	7.52

SANTA MONICA SCC TWILIGHT RALLYE III AUG 27 TERRY MARTINDALE R.M. 28 CARS

1.	Virginia Dudley	Herb Schwartz	SMSCC	TR-3	3.63
2.	Doug Worthy	Pennie Worthy	SMSCC	Alfa	7.45
3.	Ted Sparks	Dottie Conroy	C.A.R.	Sprite	7.94
4.	Joe Walmsley	Margaret Walmsley	C.A.R.	Olds	7.98
5.	Tony Hobgood	John Stearn	SMSCC	Sprite	8.58

SOUTHWEST SCC RALLYE DE NO SNAILO V AUG 27 DICK ANDERSON R.M. 23 CARS

1.	Dick Coulter	Ron Going	C.A.R.	TR-3	42:14
2.	Duane Sparks	Molly Sorin	C.A.R.	Facel	43:51
3.	Fred Curtis	Jere Curtis	SMFCCA	Porsche	59:04
4.	Frank Holt	Lyn Davis	OCSCC	VW Bus	1:01:00
5.	Bill Chester	Elizabeth Chester	Rallymasters	Alfa	1:14:49
6.	L. Bermant	G. Bermant	Covina	MG A	1:16:22
7.	Ted Sparks	Dottie Conroy	C.A.R.	Sprite	1:35:09
8.	Walt Scholl	Muriel Scholl	Pacific	A-H	1:42:02
9.	Donna Huseboe	Dale Huseboe	Rallymasters	VW Ghia	1:47:53
10.	Doug Worthy	Pennie Worthy	C.A.R.	Alfa	1:50:02

SEPTEMBER

11 - - CHECKMATES, LTD. SEPTEMBER MORN IV an NCSCC Championship nav. event. Also novice class, 10 hrs, 6 A.M. 29th & El Camino Real Hillsdale, San Mateo, John Ryan R.M. $6 incl breakfast. A. Ryan 240 E. Bellevue, San Mateo

16-18- SCCA JOHNNY APPLESEED nat'l champ. nav. event. NE Ohio Region.

18 - - PALOMAR SCC RALLY OF THE STARS SCCSCC Champ. Rally for Sept. nav & S.O.P. classes 6:30A.M. Hwy 395 & Washington, Escondido. Ken Kelling, R.M. 2215 Cranston Dr. Escondido SH 5-3447 $5.

23-25- SCCA CONTINENTAL DIVIDE RALLY Nat'l Champ nav. event. Colorado Region

25 - - SOUTH BAY FCCA INAUGURAL RALLYE III an SCCSCC open nav. event, 6 hrs. 8A.M. Firestone & Lakewood, also s.o.p. class. Larry Ford FR 9-6035, $4.

25 - - TROC & LMSD EREWHON REVISITED 4 hr. nav. & s.o.p. 8:30 A.M. 17233 Ventura Blvd $3 Al Hicks & Isabel Haas R.M.s TR 7-7991

OCTOBER

2 - - PORSCHE OWNERS CLUB STUTTGART SAFARI NCSCC Champ. nav. event & novice class 9 hrs. 8 A.M. Stanford Shopping Center, Palo Alto $4, Fred Behringer R.M. 5667 Arborstum, Los Altos YO 7-4695

7-8 - SCCA RIP VAN WINKLE Nat'l. Champ nav. event. New York Region.

CHAMPIONSHIP RALLY STANDINGS

NORTHWEST RALLY COUNCIL

Point Standings As Of August 26, 1960

DRIVERS	PUGET SOUND	CASCADE	PETITE ALPINE	OKANAGAN	TOTAL
1. JACK DENO	85	0	42	100	227
2. BILL TEAR	32	38	85	55	210
3. DEXTER WALTER	100	100	2	#	202
4. H.L. PITTOCK JR.	#	36	70	85	191
5. WALTER LEWIS	60	85	26	#	171
6. JIM STAHLER	70	70	26	#	166
7. BILL MOHR	22	60	48	34	164
8. BARRIE ARNETT	42	#	100	#	142
9. KEITH LARKIN	0	50	20	70	140
10. C.A. HOLZMANN	44	22	46	#	112

NAVIGATORS	PUGET SOUND	CASCADE	PETITE ALPINE	OKANAGAN	TOTAL
1. DEAN HANNIG	32	38	85	55	210
2. DON KIRKWOOD	100	100	8	#	208
3. IAN METZ	#	55	50	100	205
4. HENRY PITTOCK	24	#	70	85	179
5. ROBERT LEWIS	60	85	28	#	173
6. JUDI ANDERSON	22	60	48	34	164
6. ED LEVIN	70	70	24	#	164
7. RALPH MILLER	0	50	24	70	144
8. FLORENCE ARNETT	42	#	100	#	142
9. PAUL. HOLZMANN	44	22	46	#	112
10. WAYNE MOWRY	26	44	34	#	104

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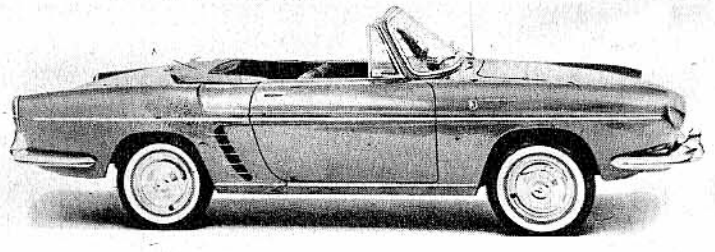

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		Calif.	North	South
1	Volkswagen	8528	3769	4759
2	Renault	4583	1752	2831
3	Austin-Healey	1973	765	1207
4	Fiat	1698	486	1212
5	Hillman	1573	480	1093
6	Volvo	1440	591	849
7	MG	1239	410	829
8	Triumph	1232	418	814
9	English Ford	1215	500	715
10	Simca	1119	475	644
11	Peugeot	1064	524	540
12	Opel	1060	295	765
13	Morris	969	458	511
14	Metropolitan	826	227	599
15	Mercedes-Benz	669	199	470
16	Sunbeam	628	187	441
17	Borgward	434	227	207
18	Jaguar	430	160	270
19	NSU	415	56	359
20	Austin	408	164	244
21	Citroen	254	102	152
22	Vauxhall	252	91	161
23	Porsche	244	99	145
24	Taunus	234	101	133
25	Singer	186	46	140
26	Lloyd	174	79	95
27	Toyopet	145	36	109
28	Alfa-Romeo	139	55	84
29	BMW	125	30	95
30	DKW	120	25	95
31	Goliath	117	89	28
32	Datsun	103	54	49
33	Skoda	101	42	59
34	Panhard	77	68	9
35	Lancia	70	25	45
36	Wartburg	49	29	20
37	Humber	46	9	37
38	Rover	40	14	26
39	Moretti	36	14	22
40	Miscellaneous (32 or less each)	212	64	148
Industry		34196	13215	20981

(Courtesy **Motor Registration News of Calif.**, Oakland 6, Calif.)

BOOK REVIEW

1960 SPORTSCAR SPECIALS, by Bob Rolofson. Trend Books ($.75). Every sports car owner dreams of someday modifying his car's body and engine, to increase its overall beauty and its performance. Two years ago Trend published Bob Rolofson's first book on specials, still essential reading for anyone claiming more than a superficial knowledge of sports racing cars. It has been the basis of settling more arguments and starting more day dreams than any other book in the genre.

Rather than re-issue the older book, Trend commissioned Photographer-Writer Rolofson to put together an entirely new collection, including a section on the rapidly-growing Formula Junior. The new book has photos and data on nearly three dozen sports car specials, including the ex-Ken Miles' "Shingle," now powered by one half of a Chevy V-8, and the popular "Ole Yeller Mk II." Two Bonneville streamliners are included, the Mickey Thompson four-engined "Challenger," and the ill-fated "City of Salt Lake" of Athol Graham.

The opening article is on the most successful "specials" of our times, the fabulous Mercedes 300SLRs and the 2.5 liter Grand Prix cars. There is a 27-page section on the fiberglass body-makers here and abroad.

Both of Rolofson's "Special" books are an important part of every sports car library. You will have a lot of trouble finding copies of the earlier book, now out of print, but you can get the 1960 edition at your newsstand.—**W.R.C. SHEDENHELM.**

1960 USAC ROAD RACING CHAMPIONSHIP STANDINGS

1	Carroll Shelby, La Mirada, Calif.	610
2	Jim Hall, Dallas	460
3	Jim Jeffords, Milwaukee	400
4	Ken Miles, Hollywood	328
5	Skip Hudson, Riverside, Calif.	320
6	Dick Morgensen, Phoenix	326
7	Pete Lovely, Seattle	287
8	Loyal Katskee, Omaha	280
9	Harry Heuer, Chicago	240
10	Russell Cowles, Minneapolis	205

Economy Car News

[CONTINUED FROM PAGE 2]

In water shortage areas, don't stop at a gas station unless you need gas as well. There'll be a padlock on the powder room. If you plan to put up in motels, find a likely spot in the early evening. The "no vacancy" signs get lit up early.

If you get stuck at Flagstaff, as we did on Saturday night, with nary a motel or hotel to be had, and have to sleep in the back of the station wagon, get freshened up at an El Paso Truck City. You'll generally find, and I should have known this from my Afghan days, that the trucks stop at the places where the restrooms are clean, the water hot, and the coffee, coffee.

It's amazing what even a Hillman Husky owner doesn't know about her car. My traveling companion called me the night before we were to leave, about to cancel plans because her husband was afraid the Hillman couldn't negotiate high mountain passes.

"Don't be silly," I remember snapping, "the last time I drove a Hillman was in India 9 years ago, and it was from New Delhi up to a hill station in the Himalayas. What has Arizona got that the Himalayas don't." (The Grand Canyon.)

It also, as do most states we crossed, has a goodly number of wide-laned divided highways, that make cross country driving a pleasure (as good as road racing). This is part of the federal road building program. It's called "Mission 66" in some areas.

Enroute to Enid, we followed U.S. 60 from the LA area to Aguila, Ariz., cut off Wickenberg by taking state road 71 to Congress, and picked up U.S. alternate 89 through Prescott and scenic Oak Creek Canyon to Flagstaff. Here we landed on U.S. 66 and scooted across the scrub lands to Amarillo, Tex.

As navigator, I thought I was smart in figuring out that by getting back on U.S. 60 here, we could by-pass Oklahoma City, and reach Enid on a shorter route. Our friends in Enid, however, showed us a shortcut, which we took on our return that bypassed Amarillo for us. This was an almost straight route west, utilizing some good Oklahoma state highways and U.S. 270 to Guymon, Okla., where we connected with U.S. 54 and picked up U.S. 66 again at Tucumcari, N.M.

We took 89 north out of Flagstaff so as to visit the Grand Canyon in the rain, emerged on state road 64 at Williams where we picked up U.S. 66. It was a fast trpi to Amboy, Calif., where we decided to cut across the desert via Twenty-Nine Palms and all the homesteading activity to Banning, where we picked up U.S. 60 again.

Despite all our shortcutting and various turnoffs to visit tourist attractions, we only got lost once. That was in the very beginning when we got lost near Civic Center merely trying to connect with the San Bernardino freeway.

One last word: We were real lucky as far as weather was concerned. Our hottest stretch was the first leg outbound. We did the Blythe area at night, and were uncomfortable through the Jerome, Oak Creek Canyon, and Flagstaff area, negotiated the next afternoon.

In all other desert areas, we were fortunate to be traveling in the wake of thunder showers. My only complaint about the Hillman was that there was not a sun visor on the passenger's side of the car, and I was always having to travel during sunsetting hours with a hand in front of my sun glasses.

(My "poop" on the VW for '61 states that an additional sun visor will be standard equipment, thank goodness.)

★ ★ ★

Gus and **John Edgar** aren't so smart also. We have in hand here an item that shows you can have Rolls-Royce elegance on a Hillman Husky budget — well maybe. At any rate, the auto rental racket has grown to the point where Buckingham Livery, Inc., in New York, offers Rolls-Royces, complete with phones, air conditioning, built-in bars and chauffeurs for $9 an hour.

★ ★ ★

Our first release on the new compacts comes from Dodge. Its new Lancer is being assembled right now at the Dodge assembly plant in Hamtramck, Mich., and at Chrysler Corp. facilities at Los Angeles, St. Louis, and Newark, eDl. Consequently, dealers should be able to make deliveries out of off-hand stocks on car announcement day, Sept. 29.

★ ★ ★

The papers and news magazines are full of **George Romney's** announced decision to make no more annual model changes in the Rambler line of his American Motors. (The Rambler American is getting its first restyling in 11 years for 1961.)

His most quoted comment has been, "refreshing change si one thing, but incessant change has a touch of idiocy."

In his attack against "forced obsolescence," Romney, among other things, points out that new cars now last longer and require less maintenance cost.

At the same time, the Detroit automakers are being subject to pressure from insurance companies to build cars that are cheaper to repair.

When repair costs are high, insurance premiums follow suit and last year auto insurance premiums in this country soared to a record $6 billion.

Fearing government control, the companies asked GM and Ford to find ways to bring down repair costs without sacrificing styling or engineering features. (Repairability has taken second place to these to date.)

GM and Ford, it is said, preferred to cooperate rather than have insurance companies assign different rates to cars of different companies depending upon ease of repairing. One step in this direction was the decision by insurance companies to give discounts for compact cars.

★ ★ ★

More compact car effects: By the end of the year, exports of American cars are expected to show an upturn for the first time since 1955. In the pre-World War II years of smaller and less expensive years, more Detroit cars were exported than the 104,000 units that were in 1959.

Chevrolet will introduce a Corvair compact bus to compete with the famed VW junior-sized bus to be called the Greenbrier. The 6-cylinder vehicle will resemble the VW and sell for about $2400.

In Paris, Renault Motor Co., feeling effects of compact competition here, has cut production. Yet we have a release saying that 7309 Peugeot 403s have been sold in the U.S. the first 6 months of this year. This puts the car 10th among imports sold in this country. It ranked 12th in January, and its sales have shown a 28 per cent increase over the same period of 1959.

Renault has also put out an illustrated brochure using acceleration tests at Lime Rock, Conn., to show how the Duaphine compares favorably with Ford's Falcon.

An importer of Italian autos has warned that imported cars selling in the U.S. should gear for "not more than 6 per cent of the total new car sales." He reasons that there is no market for millions of small cars here because of their position as the 2nd or 3rd car in a family.

As of the week ending August 20, 1960, Ford had produced 325,995 of its popular Falcon. This is slightly more than the 325,153 unit production of the American Motors line. (Rambler and American)

Through June, some 76,961 new VW cars have been registered in this country. That's a 41% increase ov rethe 53,997 for the corresponding period of 1959. Despite competition from compacts, a substantial increase in new registration for each month of 1960 has been shown.

On the local front: We hear that some 10,000 invites were handed out to celebrate the opening of Hollywood Sport Cars, Inc., 5766 Hollywood Blvd., which will handle the BMC line at the old Olympic International Motors frontage. This included a cocktail party for the press and a coffee and donut-dunking spree for sports car clubs. **Chic Vandagriff** is president; **Clifton L. Rucker,** general manager; **Sherm Allen,** service manager; and **Bill Bernel,** parts manager.

At the **John Green Corporation,** Renault's new line of light trucks were being demonstrated for the benefit of dealers, sales managers and service department personnel.

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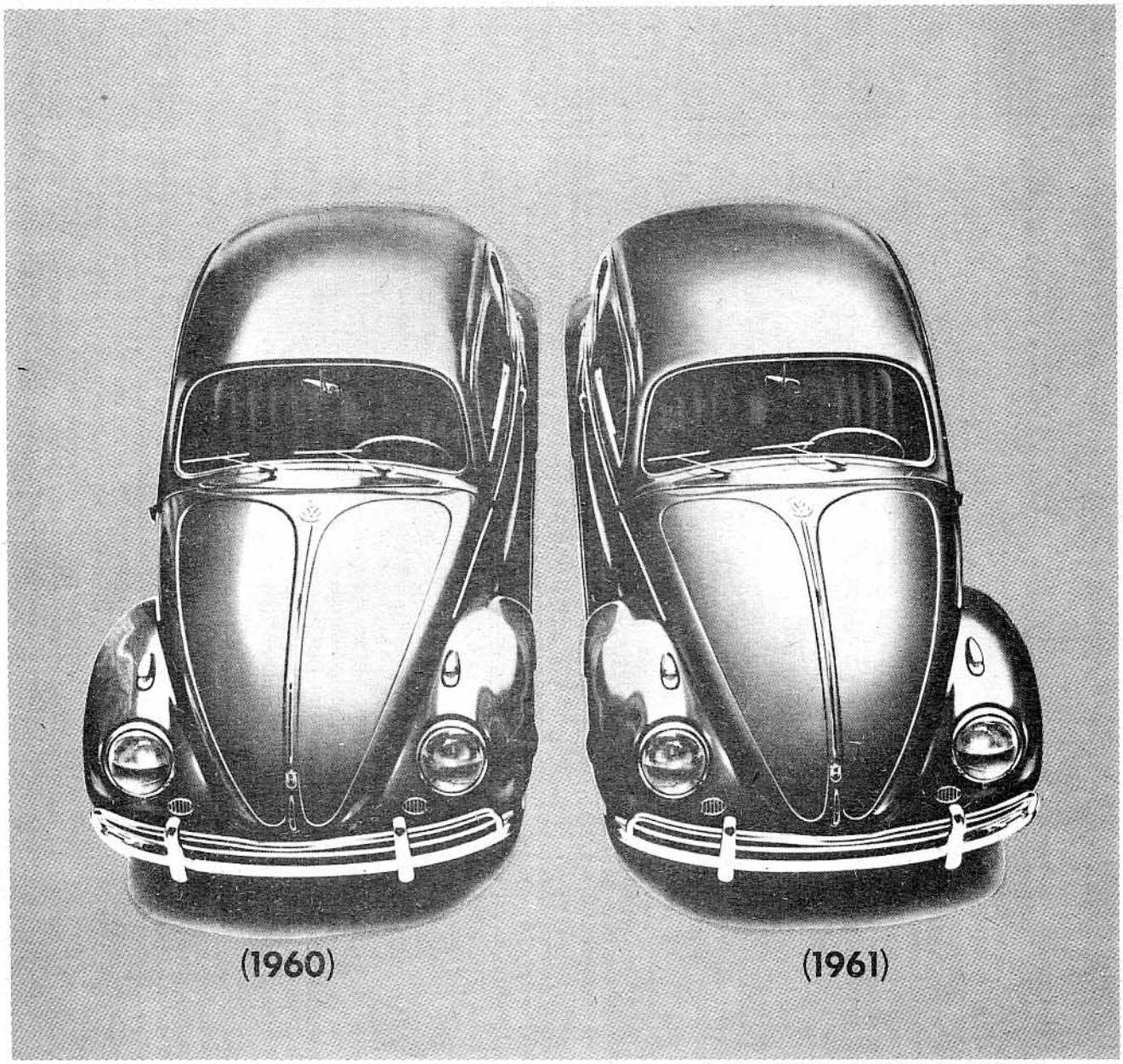

*SUGGESTED RETAIL PRICE, WEST COAST P. O. E. ©1960 BY VOLKSWAGEN OF AMERICA, INC.

Can you see the 27 changes?

This is the first picture of the new 1961 Volkswagen. It looks just like the '60.

We haven't made it longer or shorter. We haven't added fins or taken off fins. We haven't changed the fenders or tail lights.

We don't believe in planned obsolescence.

Instead of putting the money into costly retooling, we've used it to give you a better car for the same price.

The '61 VW engine has 4 more horsepower. (While this doesn't exactly put the VW in the horsepower race, it adds a nice extra touch of liveliness to the acceleration.)

All forward gears are now synchromesh—including first. You shift down from second to first (even while you're moving) as easily as you shift into any other gear.

The front trunk is almost two-thirds larger inside, and yet no larger outside.

Windshield washers are now standard equipment, at no extra cost.

With these improvements (and 23 more), the Volkswagen is still only $1,675.* And that includes electric windshield wipers and the built-in heater/defroster.

In a recent issue of "Product Engineering" Magazine, a leading American industrial designer, J. Gordon Lippincott, pointed to the success of the Volkswagen approach and titled his article: "The Yearly Model Change Must Go!"

We may have started something.